

**2004**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**221**  
Town of Gate City

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: SCL Gate City																
23 58 421	Town of Gate City (Maint: 84)	0.61	30000	N	94%	1%	1%	0%	4%	0%	N	0.086	N	0.527	30000	N
To: Bus US 23 East of Gate City																
23 58 421	Town of Gate City (Maint: 84)	0.16	13000	B	93%	0%	1%	1%	5%	0%	C	0.097	A	0.519	13000	B
To: NCL Gate City																
From: SCL Gate City																
23 58 421	Town of Gate City (Maint: 84)	0.36	13000	N	93%	0%	1%	1%	5%	0%	N	0.097	N	0.519	13000	N
To: NCL Gate City																
From: US 23 South of Gate City																
Bus 23 Bus 58 Bus 421	Town of Gate City (Maint: 84)	0.23	18000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.546	20000	G
To: 84-836 Jones St																
From: 84-836																
Bus 23 Bus 58 Bus 421	Town of Gate City (Maint: 84)	0.47	11000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.559	12000	G
To: SR 71																
Bus 23 Bus 58 Bus 421	Town of Gate City (Maint: 84)	0.12	8000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.62	8700	G
To: 84-665 Moccasin Ave																
From: 84-665																
Bus 23 Bus 58 Bus 421	Town of Gate City (Maint: 84)	0.15	6100	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.595	6600	G
To: 84-763																
From: 84-763 Fir St																
Bus 23 Bus 58 Bus 421	Town of Gate City (Maint: 84)	0.84	3900	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.585	4300	G
To: 84-762 Starnes St																
From: 84-762																
Bus 23 Bus 58 Bus 421	Town of Gate City (Maint: 84)	0.80	3200	G	97%	1%	1%	1%	1%	0%	C	0.098	F	0.602	3500	G
To: WCL Gate City																
From: NCL Gate City																
58 23 421	Town of Gate City (Maint: 84)	0.36	13000	N	93%	0%	1%	1%	5%	0%	N	0.097	N	0.519	13000	N
To: SCL Gate City																
From: NCL Gate City																
58 23 421	Town of Gate City (Maint: 84)	0.16	13000	B	93%	0%	1%	1%	5%	0%	C	0.097	A	0.519	13000	B
To: Bus US 23 East of Gate City																
From: 84-836 Jones St																
Bus 58 Bus 23 Bus 421	Town of Gate City (Maint: 84)	0.61	30000	N	94%	1%	1%	0%	4%	0%	N	0.086	N	0.527	30000	N
To: SCL Gate City																
From: CL Gate City																
Bus 58 Bus 23 Bus 421	Town of Gate City (Maint: 84)	0.80	3200	G	97%	1%	1%	1%	1%	0%	C	0.098	F	0.602	3500	G
To: 84-762																
From: 84-762																
Bus 58 Bus 23 Bus 421	Town of Gate City (Maint: 84)	0.84	3900	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.585	4300	G
To: 84-763																
From: 84-763																
Bus 58 Bus 23 Bus 421	Town of Gate City (Maint: 84)	0.15	6100	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.595	6600	G
To: 84-665																
From: 84-665																
Bus 58 Bus 23 Bus 421	Town of Gate City (Maint: 84)	0.12	8000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.62	8700	G
To: SR 71																

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Route			Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
2Axle	3+Axle	1Trail	2Trail																
Bus 58	Bus 23	Bus 421	From: SR 71	Town of Gate City (Maint: 84)	0.47	11000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.559	12000	G
Bus 58	Bus 23	Bus 421	To: 84-836	Town of Gate City (Maint: 84)	0.23	18000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.546	20000	G
			To: US 23 South of Gate City																
71	From: US 23 Bus			Town of Gate City (Maint: 84)	0.55	5000	G	95%	0%	1%	1%	2%	0%	F	0.095	F	0.538	5400	G
71	From: 84-904			Town of Gate City (Maint: 84)	0.85	8300	G	95%	0%	1%	1%	2%	0%	F	0.086	F	0.663	9100	G
			To: ECL Gate City																
421	23	58	From: NCL Gate City	Town of Gate City (Maint: 84)	0.36	13000	N	93%	0%	1%	1%	5%	0%	N	0.097	N	0.519	13000	N
			To: SCL Gate City																
421	23	58	From: NCL Gate City	Town of Gate City (Maint: 84)	0.16	13000	B	93%	0%	1%	1%	5%	0%	C	0.097	A	0.519	13000	B
			To: Bus US 23 East of Gate City																
421	23	58	From: Bus US 23 East of Gate City	Town of Gate City (Maint: 84)	0.61	30000	N	94%	1%	1%	0%	4%	0%	N	0.086	N	0.527	30000	N
			To: SCL Gate City																
Bus 421	Bus 23	Bus 58	From: US 23 South of Gate City	Town of Gate City (Maint: 84)	0.23	18000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.546	20000	G
Bus 421	Bus 23	Bus 58	To: 84-836	Town of Gate City (Maint: 84)	0.47	11000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.559	12000	G
Bus 421	Bus 23	Bus 58	From: SR 71	Town of Gate City (Maint: 84)	0.12	8000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.62	8700	G
Bus 421	Bus 23	Bus 58	To: 84-665	Town of Gate City (Maint: 84)	0.15	6100	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.595	6600	G
Bus 421	Bus 23	Bus 58	From: 84-763	Town of Gate City (Maint: 84)	0.84	3900	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.585	4300	G
Bus 421	Bus 23	Bus 58	To: 84-762	Town of Gate City (Maint: 84)	0.80	3200	G	97%	1%	1%	1%	1%	0%	C	0.098	F	0.602	3500	G
			To: CL Gate City																



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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Gate City</b>																
From: 619 84	0.21	510	R			US 23					NA			NA		01/08/2004
To: 619 84	0.01	0	R			ECL Gate City					NA			NA		01/08/2004
From: 619 84	0.33	1200	R			84-793					NA			NA		01/08/2004
To: 619 84	0.37	2100	R			SR 71					NA			NA		01/08/2004
From: 619 84						NCL Gate City										
To: 665 84						Dead End										
From: 665 84	0.04	920	R								NA			NA		01/08/2004
To: 665 84	0.15	2200	G	94%	1%	3%	0%	1%	0%	C	0.094	F	0.609	2400	G	2004
From: 665 84	0.25	1700	G	94%	1%	3%	0%	1%	0%	F	0.084	F	0.572	1800	G	2004
To: 665 84						84-819										
From: 665 84	0.26	1400	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.552	1500	G	2004
To: 666 84						NCL Gate City										
From: 666 84	0.29	710	R			NCL Gate City					NA			NA		01/08/2004
To: 762 84						SR 71										
From: 762 84	0.14	240	R			US 23					NA			NA		01/08/2004
To: 763 84						Dead End										
From: 763 84	0.40	220	R			84-1422					NA			NA		01/08/2004
To: 763 84						Bus US 23										
From: 763 84	0.11	310	R								NA			NA		01/08/2004
To: 764 84						84-783										
From: 764 84	0.18	140	R			84-765					NA			NA		01/08/2004
To: 765 84						84-763										
From: 765 84	0.03	90	R								NA			NA		01/08/2004
To: 765 84	0.02	60	R			US 23					NA			NA		07/25/2000
From: 766 84						84-764										
To: 766 84	0.03	90	R			84-763					NA			NA		07/25/2000
From: 766 84	0.07	320	R			US 23					NA			NA		07/25/2000
To: 767 84						84-831										
From: 767 84	0.39	930	R			84-1415					NA			NA		07/31/2000
To: 767 84						SR 71										
From: 767 84	0.10	940	R								NA			NA		07/31/2000
To: 768 84						84-768										
From: 768 84	0.13	1500	R			US 23					NA			NA		07/31/2000
To: 768 84	0.62	730	R			SR 71					NA			NA		07/25/2000
From: 768 84						84-768 Begin Loop										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Gate City</b>																
769 84	0.07	690	R	From:	Bus US 23						NA			NA		07/31/2000
769 84	0.06	50	R	To:	Dead End; Gap Terminus						NA			NA		07/31/2000
				From:	SR 71											
781 84	0.19	150	R	To:	84-665 Moccasin St						NA			NA		07/25/2000
				From:	84-767											
782 84	0.24	180	R	To:	Dead End						NA			NA		07/25/2000
				From:	84-767											
783 84	0.10	160	R	To:	Dead End						NA			NA		07/25/2000
				From:	84-763											
784 84	0.06	170	R	To:	SR 23						NA			NA		07/25/2000
				From:	84-798											
785 84	0.07	NA		To:	Bus US 23						NA			NA		
785 84	0.16	170	R	From:	84-782						NA			NA		07/25/2000
				To:	84-781											
785 84	0.17	NA		From:	84-819						NA			NA		
				To:	84-619											
793 84	0.19	110	R	From:	84-619						NA			NA		1992
				To:	SR 71											
796 84	0.11	30	R	From:	SR 71 WEST						NA			NA		07/25/2000
				To:	ECL Gate City											
798 84	0.48	190	R	From:	Dead End						NA			NA		07/25/2000
				To:	84-779											
799 84	0.07	220	R	From:	84-798						NA			NA		07/25/2000
				To:	US 23											
813 84	0.07	130	R	From:	84-814						NA			NA		07/25/2000
				To:	84-665 Moccasin St											
814 84	0.28	60	R	From:	84-819						NA			NA		07/25/2000
				To:	Dead End											
819 84	0.12	50	R	From:	84-814						NA			NA		07/25/2000
				To:	Dead End											
820 84	0.07	40	R	From:	Dead End						NA			NA		07/25/2000
				To:	84-819											
823 84	0.12	740	R	From:	84-769						NA			NA		07/31/2000
				To:	84-836											
824 84	0.37	150	R	From:	84-835						NA			NA		07/25/2000
				To:	84-1419											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Gate City																
831 84	0.04	320	R	From:	84-832					NA				NA		07/25/2000
				To:	84-766											
832 84	0.39	190	R	From:	Dead End					NA				NA		07/25/2000
				To:	84-831											
835 84	0.22	120	R	From:	84-824					NA				NA		07/25/2000
				To:	Dead End											
836 84	0.06	11000	G	From:	Bus US 23					F	0.092	F	0.738	13000	G	2004
				To:	84-823											
836 84	0.41	1100	R	From:	84-823					NA				NA		07/31/2000
				To:	84-889											
838 84	0.07	30	R	From:	84-839					NA				NA		07/25/2000
				To:	Dead End											
839 84	0.05	80	R	From:	84-838					NA				NA		07/25/2000
				To:	84-832											
842 84	0.23	140	R	From:	84-824					NA				NA		07/25/2000
				To:	84-768											
843 84	0.06	140	R	From:	84-798					NA				NA		07/25/2000
				To:	84-853											
844 84	0.09	340	R	From:	84-768					NA				NA		07/31/2000
				To:	Bus US 23											
844 84	0.15	180	R	From:	84-768					NA				NA		07/31/2000
				To:	Dead End											
849 84	0.07	60	R	From:	84-798					NA				NA		07/25/2000
				To:	Dead End											
850 84	0.06	30	R	From:	84-851					NA				NA		07/25/2000
				To:	Dead End											
851 84	0.19	160	R	From:	84-762					NA				NA		07/25/2000
				To:	84-850											
853 84	0.11	130	R	From:	84-850					NA				NA		07/25/2000
				To:	84-843											
889 84	0.19	280	R	From:	84-836					NA				NA		07/31/2000
				To:	84-619											
898 84	0.15	90	R	From:	84-1425					NA				NA		07/25/2000
				To:	84-768											
904 84	0.23	8600	G	From:	84-836					C	0.083	F	0.635	9400	G	2004
				To:	SR 71											
905 84	0.04	160	R	From:	SR 71					NA				NA		07/25/2000
				To:	SR 906											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Gate City</b>																
906 84	0.07	90	R	From:		Dead End					NA			NA		05/18/2000
906 84	0.10	70	R	To:		84-905					NA			NA		05/18/2000
				From:		84-619										
930 84	0.08	70	R	To:		84-836					NA			NA		1994
				From:		84-836										
931 84	0.10	60	R	To:		84-930					NA			NA		1994
931 84	0.03	20	R	From:		84-930					NA			NA		1994
				To:		Dead End										
932 84	0.04	20	R	From:		Dead End					NA			NA		1992
				To:		84-842										
1401 84	0.07	150	R	From:		SR 71					NA			NA		1992
				To:		84-1403										
1402 84	0.07	46	R	From:		SR 71					NA			NA		1992
				To:		84-1403										
1403 84	0.12	60	R	From:		84-1401					NA			NA		1992
				To:		84-1402										
1404 84	0.06	20	R	From:		SR 71					NA			NA		1994
				To:		Dead End										
1405 84	0.16	140	R	From:		Bus US 23					NA			NA		1992
				To:		Dead End										
1406 84	0.15	50	R	From:		Dead End					NA			NA		1992
				To:		84-1405										
1407 84	0.10	60	R	From:		Bus US 23					NA			NA		1992
				To:		84-1406										
1408 84	0.10	70	R	From:		84-1409					NA			NA		1992
				To:		84-1406										
1409 84	0.06	110	R	From:		84-1408					NA			NA		1992
				To:		84-1407										
1410 84	0.12	220	R	From:		84-906					NA			NA		1996
				To:		Dead End										
1411 84	0.15	NA		From:		84-665					NA			NA		
				To:		Bus US 23										
1412 84	0.11	50	R	From:		84-1413					NA			NA		1994
				To:		0.11 MN 84-1413										
1412 84	0.15	150	R	From:							NA			NA		1992
				To:		Bus US 23										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Gate City</b>																
1413 84	0.03	20	R	From:		Dead End					NA			NA		1994
1413 84	0.04	130	R	To:		84-1412					NA			NA		1994
				From:		Dead End										
1414 84	0.10	NA		To:		84-01413(L)/					NA			NA		
				From:		84-767					NA			NA		1992
1415 84	0.34	180	R	To:		Dead End										
1416 84	0.05	30	R	From:		84-785					NA			NA		1996
				To:		Dead End										
1417 84	0.04	50	R	From:		84-781					NA			NA		1996
				To:		Dead End										
1419 84	0.04	NA		From:		SR 71					NA			NA		
				To:		84-824										
1420 84	0.07	10	R	From:		84-1401					NA			NA		1994
1420 84	0.06	30	R	To:		84-1421					NA			NA		1994
				From:		84-1402										
1421 84	0.05	30	R	To:		84-1420					NA			NA		1994
				From:		84-1403										
1422 84	0.02	NA		To:		Dead End					NA			NA		
				From:		84-763										
1423 84	0.08	NA		To:		Dead End					NA			NA		
				From:		84-01410(B)/										
1424 84	0.12	NA		To:		Dead End					NA			NA		
				From:		84-01410(R)/										
1425 84	0.19	50	R	To:		84-898					NA			NA		1994
				From:		Dead End										
1427 84	0.24	210	R	To:		SR 71					NA			NA		05/18/2000
				From:		Dead End										
1428 84	0.13	3	R	To:		Dead End					NA			NA		1994
				From:		84-836; 84-931										
9380 84	0.15	90	R	To:		84-836					NA			NA		1986
9380 84	0.11	150	R	From:		Scott Co Voc School					NA			NA		1986
				To:		Dead End										
9763 84	0.15	870	R	From:		Bus US 23					NA			NA		1986
				To:		Gate City High Sch										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Gate City																
<div><div>9839</div><div>8.4</div></div>	0.12	520	R	From:	Shoemaker Elem Sch					NA			NA		1986	
				To:	84-769											